

Dear Stakeholder,

Please find attached a copy of our Design Principles Report, which has been uploaded to the CAA Airspace Change Portal (<https://airspacechange.caa.co.uk>). We would like to thank those stakeholders who have responded to this Design Principles Engagement.

As part of the [CAP 1616](#) process, we are required to seek feedback from you on the Airspace Change Process Level as proposed by the CAA during our initial Assessment meeting with the CAA.

Permanent changes to the airspace design are categorised into 4 'Levels' depending on the nature of the change. The Levels, in part, are based on the altitude and area in which changes occur and the impact will fall into one of these categories:

Level 0: a change to an existing published airspace design (i.e. the airspace structure and flight procedures) that concerns solely nomenclature, or qualifying remarks in the Aeronautical Information Publication, and therefore will not alter traffic patterns.

Level 1: a change to the notified airspace design in the Aeronautical Information Publication that **does** have the potential to alter traffic patterns below 7,000 feet over an inhabited area (this altitude accords with the altitude-based priorities in the Air Navigation Guidance 2017).

- **Level 2:** a change to the notified airspace design that **does not** have the potential to alter traffic patterns below 7,000 feet over an inhabited area; Level 2 is further sub-divided into Levels **2A**, **2B** and **2C** depending on impact (such as whether the change is over the sea, or above 20,000 feet, or removing existing airspace structure, etc).

- **Level M:** a change to the notified airspace design sponsored by the Ministry of Defence, in which the CAA is required by the Government to disregard the environmental impacts of military operations when reaching its decision.

As part of the Airspace Modernisation Programme for the airspace above London and the South East, London Biggin Hill Airport (LBHA) is required to redesign the portion of the arrival and departure routes at the airport up to an height of 7,000 ft above mean sea level (amsl), where those routes must join and integrate with a new overarching route structure to be designed entirely by National Air Traffic Services.

The CAA has provisionally determined that LBHA's change will be a **Level 1** Airspace Change Proposal, in accordance with the definitions described above.

LBHA is now seeking any comments that you would wish to make regarding the categorisation of our Airspace Change Proposal as a Level 1 proposal by the CAA.

If you wish to make a comment, please do so via email to Airspace.Change@bigginhillairport.com,

Or by post to;

LAMP AIRSPACE-CHANGE

London Biggin Hill Airport

Passenger Terminal

Main Road

Biggin Hill

TN16 3BH